

Economy, Transport and Environment (ETE) - Finance and Performance Report – March 2015 for Economy and Environment Committee

1. SUMMARY

1.1 Finance

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Green	2
Green	Capital Programme	Remain within overall resources	Green	3

1.2 Performance Indicators – Current and predicted status at year-end: (see section 4)

Monthly Indicators	Red	Amber	Green	Total
Current status this month	2	3	6	11
Status last month	2	1	8	11
Year-end prediction	2	3	6	11

2. INCOME AND EXPENDITURE

2.1 Overall Position

Forecast Variance - Outturn (February) £000	Directorate	Current Budget £000	Actual to end of March £000	Forecast Variance - Outturn (March) £000	Forecast Variance - Outturn (March) %
-12	Executive Director	2,240	199	-18	0.0
-751	Infrastructure Management & Operations (IMO)	60,828	-6,048	-924	0.0
-153	Strategy & Development (S&D)	16,132	-818	-126	0.0
0	External Grants	-13,679	+1,432	0	0.0
-915	Total Service Funded Items	65,521	-5,235	-1,068	-2.0
+178	Waste Private Finance Initiative (PFI)			+292	
-101	Winter Maintenance			-204	
-839	Total	65,521	-5,235	-980	-1.0

The service level budgetary control report for March 2015 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

2.2 Significant Issues

There are no new significant issues to report.

2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit in March 2015.

The County Council has gained further funding for a second tranche of the Cycling City Ambition grant amounting to £6.028m to be spent over the next 3 years. The amount of grant available in 2015/16 is £1.48m.

A full list of additional grant income can be found in [appendix 3](#).

2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)

Allocation of insurance budgets £1,525k.

Two transfers have been made from Service Operational Savings Account to fund the following:-

Digital camera for the Archives service £73,000

Work relating to Highways Asset data £136,000

A full list of virements made in the year to date can be found in [appendix 4](#).

3. BALANCE SHEET

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

Expenditure

Overall the ETE capital programme for 2014-15 will underspend by £39.650 million. The reasons behind this are various, but include a project being funded by a third-party in relation to the Science Park Station; funding being deferred to match a revised grant schedule in relation to Cycling Schemes, Super Connected Cities and the Chesterton Busway, and other deferrals of spend improving Council cashflows in relation to Huntingdon Link Road and Connecting Cambridgeshire.

Since the last report the main changes are:

- Land deals for both the Huntingdon West of Town Centre link road and the Guided Busway will not be completed in this financial year.
- Connecting Cambridgeshire – the timing of milestone payments to the contactor have changed resulting in a reduction in spend this financial year, however the total cost of the project remains the same.

Funding

All schemes are funded as was presented in the 2014/15 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

4. **PERFORMANCE**

4.1 **Introduction**

This report provides performance information for the suite of key Economy & Environment and ETE operational indicators for 2014/15.

New information for red, amber and green indicators is shown in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 **Red Indicators (new information)**

This section covers indicators where 2014/15 targets are not expected to be achieved.

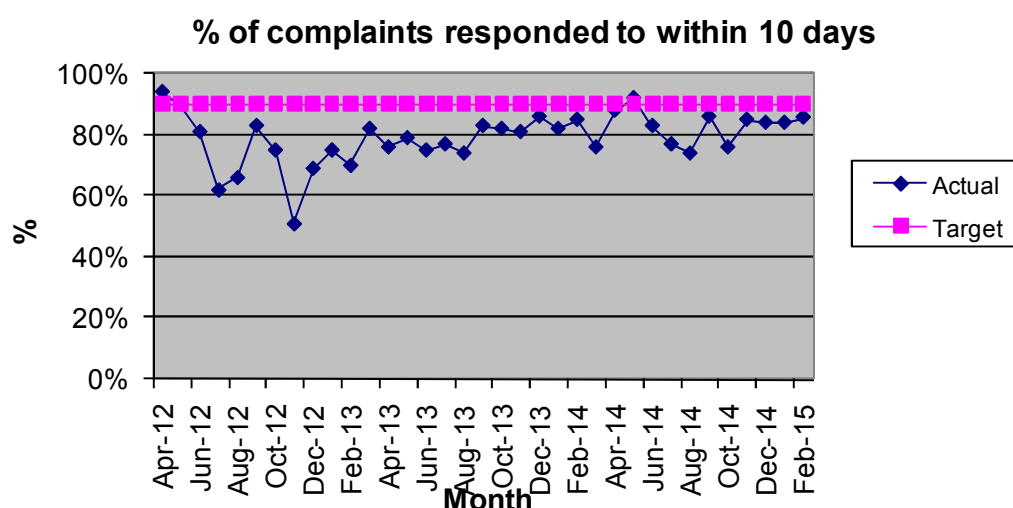
a) **Economy & Environment**

No new information this month

b) **ETE Operational Indicators**

Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (February 2015)
Forty-two complaints were received in February, compared with 32 in January. 86% were responded to within 10 working days. The year-to-date figure is 82% (414 out of 502), which is below the challenging 90% target.



Infrastructure Management and operations received 27 complaints and responded to 25 of these within 10 working days. Passenger Transport received 15 complaints and responded to 11 on time.

The interim feedback solution is now in place (from 26th March) with customers using a simpler online form.

4.3 Amber indicators (new information)

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) Economy & Environment

Adult Learning & Skills

- Number of people completing courses to improve their chances of employment or progression in work (to February 2015 - 2014/15 academic year)

The provisional number of learners taking courses up to the end of February is 10,499, compared with 10,843 for the same period last year. The number of people completing courses will not be recorded until the end of the academic year. The target of 20,000 is end-of-year.

- The number of people starting as apprentices (to January 2015 - 2014/15 academic year)

Data for the first two quarters of 2014/15 has just been published. Provisional figures show that there were 2,110 starts during this period which is promising as the annual figure for 2013/14 was 3,770. It is also encouraging that the total for the first two quarters of 2014/15 is 56% of the overall figure for 2013/14 and 51% of the 2014/15 target of 4,158, although we should be cautious as there are usually more starts at the beginning of the academic year.

Unfortunately a quarterly breakdown of data for the previous year is unavailable due to changes in the reporting structure and a lack of resources in the Skills Funding Agency (SFA) during 2013/14.

b) ETE Operational Indicators

No new information this month.

4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (February 2015)

Twenty-nine out of 31 Freedom of Information (FOI) requests were responded to on time during February.

One of the late requests was regarding street lighting which requested the contract, full business case and advice that PricewaterhouseCoopers provided. Work is ongoing with Legal and Information Governance

Services regarding an exemption for this request as the information is commercially sensitive.

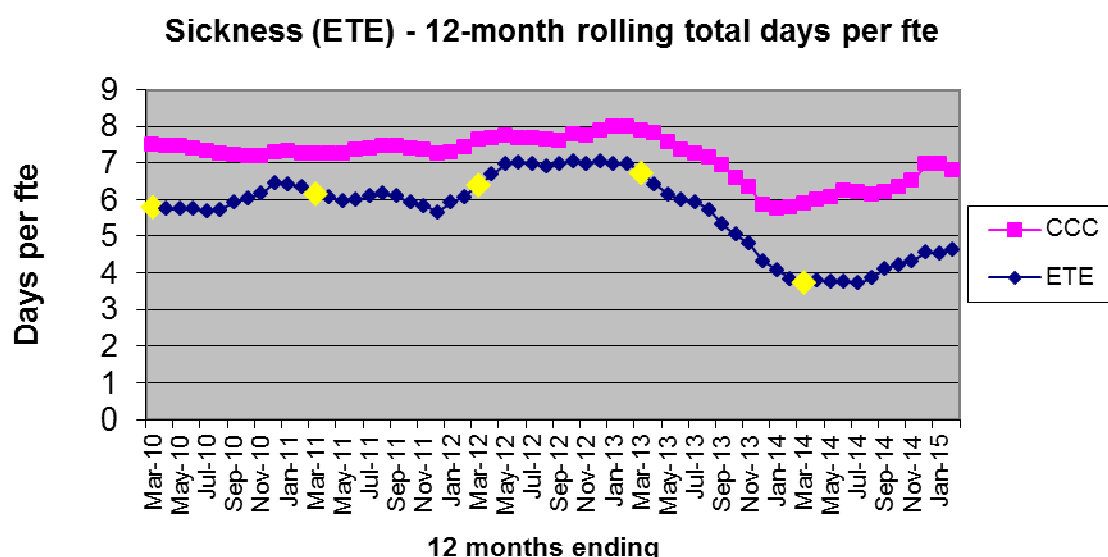
The second late request is a Connecting Cambridgeshire request which was sent directly to them and got missed in their emails. By the time they were aware of the request the 20 working days had already passed. Work is ongoing to ensure a request is sent out as soon as possible as well as providing the Connecting Cambridgeshire team with information regarding the FOI process.

The year-to-date figure is 96.1% (274 out of 285 requests).

Staff sickness

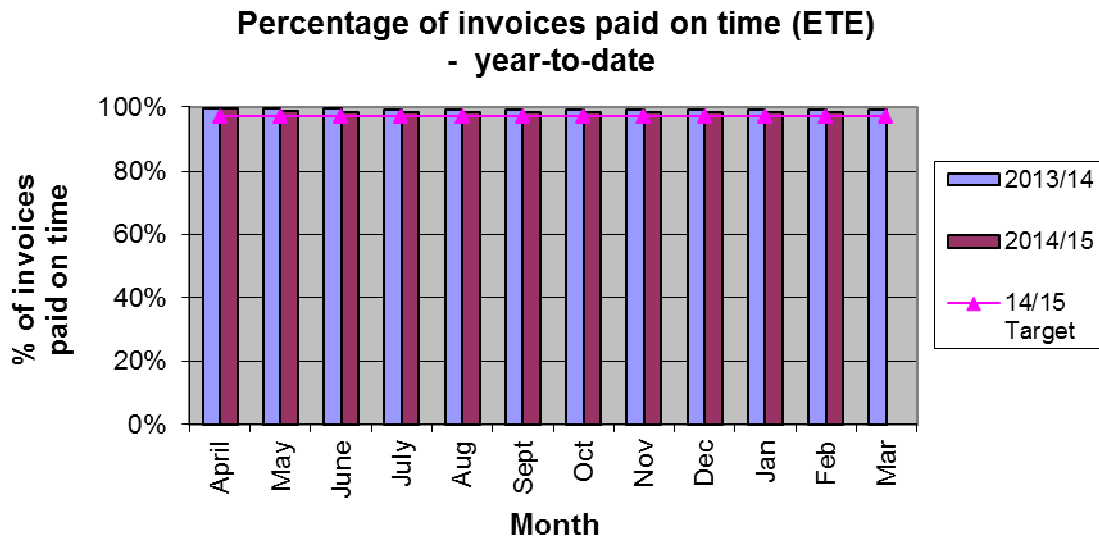
- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to February 2015)

Reported sickness levels have increased slightly over the past year although the rate is still low at 4.63 days per f.t.e. per year.



Prompt payment

- Percentage of invoices paid on time (February 2015)
98% of ETE invoices were paid on-time in February. The year-to-date figure is 98.2%, remaining above the 97% target.



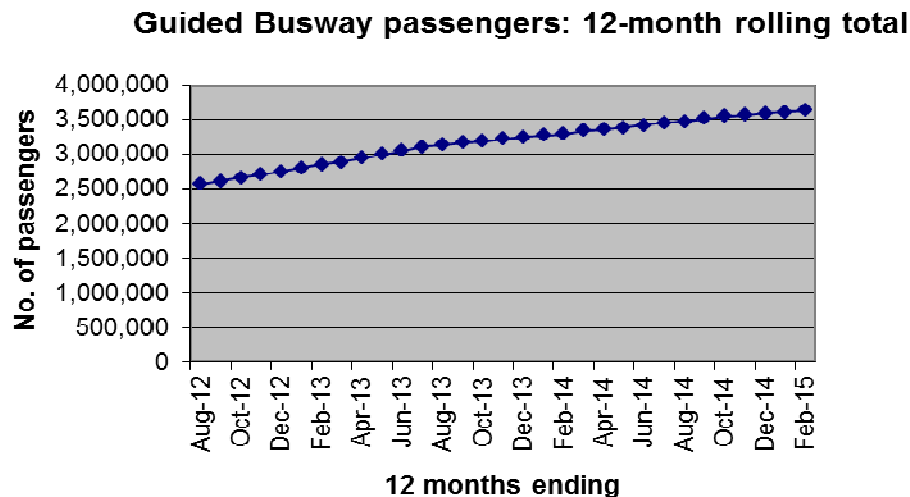
4.5 Contextual indicators

a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (February 2015)

The Guided Busway carried just over 289,000 passengers in February, and there have now been over 11.2 million passengers since the Busway opened in August 2011. The 12-month rolling figure is 3.64 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn February £'000	Service	Current Budget for 2014-15 £'000	Actual to end of March £'000	Forecast Variance - Outturn March £'000	%
	Economy, Transport & Environment Services				
+5	Executive Director	1,742	1,965	+5	+0
-16	Business Support	498	474	-23	-5
0	Direct Grants	-127	-63	0	-9
-12	Total Executive Director	2,113	2,376	-18	-1
	Directorate of Infrastructure Management & Operations				
+0	Director of Infrastructure Management & Operations	133	129	+0	+0
	Assets & Commissioning				
-37	- Street Lighting	8,423	7,121	-47	-1
+178	- Waste Disposal including PFI	31,383	29,349	+292	+1
+14	- Asset Management	1,129	1,049	+1	+0
	Local Infrastructure & Street Management (LISM)				
-28	- Road Safety	681	691	-20	-3
+12	- Traffic Manager	-408	-399	+1	-0
+86	- Network Management	1,673	1,170	+19	+1
+35	- Local Infrastructure & Streets	5,897	5,151	+18	+0
-101	- Winter Maintenance	2,227	1,643	-204	-9
-423	- LISM other	2,222	1,576	-417	-19
	Supporting Business & Communities				
-167	- Communities & Business	1,488	1,196	-167	-11
+0	- Parking Enforcement	153	635	+0	+0
+0	- Recycle for Cambridge & Peterborough (RECAP)	0	-7	+0	+0
	Community & Cultural Services				
-28	- Libraries	4,575	4,529	-68	-1
-76	- Archives	667	585	-65	-10
-88	- Registrars	-280	-419	-88	+31
-50	- Coroners	866	760	-90	-10
0	Direct Grants	-8,164	-8,144	0	45
-675	Total Infrastructure Management & Operations	52,664	46,615	-836	-2
	Directorate of Strategy & Development				
+0	Director of Strategy & Development	146	143	+0	+0
-64	Transport & Infrastructure Policy & Funding	870	526	-94	-11
	Growth & Economy				
-48	- Growth & Development	621	498	-62	-10
+27	- County Planning, Minerals & Waste	338	304	+13	+4
-17	- Enterprise & Economy	194	156	-21	-11
+1	- Mobilising Local Energy Investment (MLEI)	257	163	+1	+0
+7	- Growth & Economy other	1,028	1,032	+23	+2
+0	Major Infrastructure Delivery	465	783	+0	+0
	Passenger Transport				
+265	- Park & Ride	594	975	+265	+45
+100	- Concessionary Fares	5,177	4,663	+60	+1
-425	- Passenger Transport other	2,801	2,484	-311	-11
	Adult Learning & Skills				
+0	- Adult Learning & Skills	2,765	1,621	+0	+0
+0	- Learning Centres	474	468	+0	+0
+0	- National Careers	402	352	+0	+0
0	Direct Grants	-5,388	-3,027	0	0
-153	Total Strategy & Development	10,744	11,142	-126	-1
-839	Total Economy, Transport & Environment Services	65,521	60,133	-980	-1

	MEMORANDUM				
£'000	Grant Funding	£'000	£'000	£'000	%
0	- Public Health Grant	-391	-391	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-3,944	+0	+0
0	- Waste - PFI Grant	-2,691	-2,691	+0	+0
0	- Superfast Broadband	-123	-59	+0	+0
0	- Severe Weather Recovery funding	-969	-969	+0	+0
0	- Walking in Cities	-184	-184	+0	+0
0	- Bus Service Operators Grant	-315	-315	+0	+0
0	- Local Sustainable Transport Funding (LSTF)	-1,166	0	+0	+0
0	- Better Bus Area Funding (BBAF)	-170	-170	+0	+0
0	- Adult Learning & Skills	-2,765	-1,973	+0	+0
0	- Learning Centres	-302	-18	+0	+0
0	- National Careers	-402	-246	+0	+0
0	- Mobilising Local Energy Investment (MLEI)	-257	-121	+0	+0
+0	Grant Funding Total	-13,679	-11,081	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget £'000	Actual to the end of March £'000	Forecast Variance - Outturn	
			£'000	%
Street Lighting	8,423	7,121	-47	-1
The anticipated financial deductions expected to be incurred by the PFI Contractor will not now be realised. However, lower energy costs will result in a saving of £350k, which will more than cover this amount.				
Waste Disposal including PFI	31,383	29,349	+292	+1
<p>The Waste Private Finance Initiative (PFI) budget has overspent due to more waste being landfilled than was originally anticipated. Options continue to be explored with AmeyCespa for diverting the output from the Mechanical, Biological Treatment (MBT) plant away from landfill to a cheaper alternative.</p> <p>However, this pressure is balanced out to some degree by a saving as a result of an extension to Cambridge City's university waste contract, where the revenue stream continued until March 2015.</p>				
LISM Other	2,222	1,576	-417	-19
The underspend was originally due to a Section 278 (of the Highways Act 1980) agreement fee, received for the North West Cambridge development, which was greater than the predicted budget for the year. Since this time, there have also been further Section 106 agreement fees received, which have contributed to the final underspend now being reported.				
Winter Maintenance	2,227	1,643	-204	-9
The forecast underspend is the result of a reasonably mild winter season.				
Communities & Business	1,488	1,196	-167	-11
The underspend is mainly the result of savings from vacancies within the Service.				
Archives	667	585	-65	-10
The underspend is a combination of vacancy savings and savings on the Archive service development budget, which will be required in 2015/16 to fund costs associated with the new Archives centre.				

Registrars	-280	-419	-88	+31
The underspend is due to a forecast overachievement on income compared to that budgeted.				
Park & Ride Sites	594	975	+265	+45
<p>In the Business Plan, it was anticipated that parking fees would be introduced at Park and Ride sites by April 2014 and thus the budget reflects a full year's income. As the introduction of the fee only happened in July, there will be a shortfall in income for this period, but this will be covered in-year via the use of £270k from the on-street parking account.</p> <p>Since the fee was introduced, the usage of the Park & Ride sites has been less than expected. The situation is being closely monitored as the passenger numbers remain lower than predicted. Initiatives to promote Park and Ride use are being developed with a campaign being finalised to take place over Easter 2015.</p>				
Concessionary Fares	5,177	4,663	+60	+1
Due to increased ridership; passenger numbers and therefore costs are higher than originally budgeted.				
Passenger Transport other	2,801	2,484	-311	-11
A decision has been made by the Economy & Environment Committee to roll forward funding for Community Transport to future years, this to enable the preservation of existing schemes for longer.				

APPENDIX 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £000
Grants as per Business Plan	Various	10,945
Severe Weather Recovery funding	Department for Transport (DfT)	969
Local Sustainable Transport Fund	DfT	1,166
Better Bus funding	DfT	170
Skills Funding Agency	Department for Business, Innovation & Skills	385
Non-material grants (+/- £30k)		44
Total Grants		13,679

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	63,225	
Use of operational savings – Local Enterprise Partnership (LEP) funding	50	
Use of operational savings – Cambridgeshire Future Transport	60	
Use of operational savings – SmartLife Business	100	
Use of operational savings – Cambridge Sub-regional Model	110	
Use of operational savings – Flood signage	78	
Use of operational savings – Flood Risk	73	
Use of operational savings – Archives digital camera	73	
Use of operational savings – Asset Management	136	
Insurance allocation to match charges	1,525	
Non-material virements (+/- £30k)	91	
Current Budget	65,521	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2014 £'000	Movement within Year £'000	Balance at 31st March 2015 £'000	Forecast Balance at 31st March 2015 £'000	Notes
General Reserve					
Service carry-forward	2,796	(770)	2,026	2,756	Account used for all of ETE
Sub total	2,796	(770)	2,026	2,756	
Equipment Reserves					
Winter Maintenance Vehicles	411	0	411	648	
Libraries - Vehicle replacement Fund	156	54	210	206	
Sub total	567	54	621	854	
Other Earmarked Funds					
Deflectograph Consortium	65	0	65	65	Partnership accounts, not solely CCC
Highways Searches	75	(75)	0	0	
On Street Parking	1,886	(20)	1,866	860	
Highways Commuted Sums	305	240	545	500	
Guided Busway Liquidated Damages	5,399	(1,193)	4,205	3,500	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	22	0	22	0	
Proceeds of Crime	72	117	190	70	
Waste - Recycle for Cambridge & Peterborough (RECAP)	250	0	250	200	Partnership accounts, not solely CCC
Discover Cambs Tourism Brochure	28	(6)	23	28	Partnership accounts, not solely CCC
Fens Workshops	29	10	39	29	Partnership accounts, not solely CCC
Travel to Work	214	7	221	150	Partnership accounts, not solely CCC
Steer- Travel Plan+	80	(7)	73	0	
Olympic Development	13	0	13	0	
Northstowe Trust	101	0	101	101	
Cromwell Museum	23	4	27	27	
Archives Service Development	234	0	234	234	
Next Step	73	0	73	50	
Other earmarked reserves under £30k - IMO	2	7	9	10	
Other earmarked reserves under £30k - S&D	106	26	132	80	
		0			
Sub total	8,976	(888)	8,088	5,904	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	669	
Sub total	669	0	669	669	
Capital Reserves					
Government Grants - Local Transport Plan	11	15,840	15,851	0	Account used for all of ETE
Government Grants - S&D	2,219	11,696	13,915	1,466	
Government Grants - IMO	562	2,973	3,535	0	
Other Capital Funding - S&D	3,408	4,473	7,881	4,692	
Other Capital Funding - IMO	841	513	1,354	500	
Sub total	7,041	35,495	42,536	6,658	
TOTAL	20,050	33,891	53,941	16,841	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2014/15						TOTAL SCHEME	
Original 2014/15 Budget as per BP	Scheme	Revised Budget for 2014/15	Actual Spend (March)	Forecast Spend - Outturn (Yearend)	Forecast Variance - Outturn (Yearend)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
818	- Major Scheme Development	389	304	420	31	918	0
482	- Local Highway Improvements	660	399	660	0	675	0
594	- Safety Schemes	569	345	569	0	594	0
445	- Strategy Development & Integrated Transport Schemes	634	615	634	0	517	0
1,000	- The Busway	1,000	0	1,000	0	1,000	0
350	- Bus Priority Measures - Cambridge	366	266	266	-100	650	0
3,253	- Promoting Economic Growth - Delivering Strategy aims	3,051	932	2,464	-587	3,060	0
320	- Other Integrated Transport Schemes - IMO	296	11	296	0	320	0
452	- Other Integrated Transport Schemes - S&D	378	334	347	-31	383	0
10,699	Operating the Network	11,190	9,138	11,162	-28	11,158	0
	Infrastructure Management & Operations Schemes						
15,000	- £90m Highways Maintenance schemes	16,957	14,248	16,484	-473	90,000	0
0	- Severe Weather funding	568	568	568	0	562	0
0	- Pothole Funding	1,945	1,867	1,945	0	1,933	0
589	- Waste Infrastructure	808	180	197	-611	19,753	0
1,189	- Community & Cultural Services	1,658	0	152	-1,506	14,171	0
1,000	- Other Schemes	1,005	5	5	-1,000	8,015	-1,500
	Strategy & Development Schemes						
3,565	- Cycling Schemes	4,867	2,685	2,819	-2,048	9,148	0
0	- Better Bus Funding	358	361	358	0	1,462	0
660	- Local Sustainable Transport Fund	1,244	965	1,244	0	2,380	0
3,328	- Huntingdon - West of Town Centre Link Road	3,937	539	600	-3,337	10,534	0
650	- Ely Crossing	416	96	155	-261	30,780	0
11,114	- Science Park Station	11,576	392	400	-11,176	30,000	-26,279
6,000	- Chesterton Busway	5,942	3,639	4,000	-1,942	6,050	0
7,370	- Guided Busway	7,370	1,547	1,600	-5,770	151,147	0
1,000	- Other Schemes	1,643	581	847	-796	38,688	0
	Other Schemes						
21,036	- Connecting Cambridgeshire	22,079	4,088	12,149	-9,930	35,950	0
85	- Other Schemes	85	67	0	-85	680	0
90,999		100,991	44,172	61,341	-39,650	470,528	-27,779

The increase between the original and revised budgets is due in part to the carry forward of funding from 2013-14, this being due to the re-phasing of schemes, which were reported as underspending at the end of the 2013-14 financial year. For two schemes expenditure in 2013-14 was greater than the budget for that year, and in these cases, the revised budget for 2014-15 is reduced to reflect this.

As part of developing the highways maintenance programme, a review took place of the phasing of the remaining funds from the original £90 million allocated for this work, to ensure that the funds are used to maximise the long term condition of the road network. The Highways and Community Infrastructure Committee as part of the review of the Transport Delivery Plan, approved that £3,966k of funding in 2014/15 be rolled forward, to be spent in future years. Even with this transfer of funding to future years the £90m Highways Maintenance schemes project is showing an underspend in 2014-15; due in part to a number of schemes coming in cheaper than budgeted.

There is an underspend of £587k forecast for Promoting Economic Growth - Delivering Strategy aims. There are a number of schemes that are impacting on this forecast:

- £260k of it relates to a scheme in St. Ives, which requires substantial public consultation, which will not be completed this financial year.
- £100k relates to a scheme in March, which requires access to land adjacent to the carriageway, where negotiations with the landowner were not resolved within the financial year. Construction is still expected to be completed in 2015/16.
- £110k underspend relates to two cycling schemes in St. Neots, which are subject to reviewed.

Funding for 'Street Lighting – Central Management system', shown under 'Other Schemes' within Infrastructure Management and Operations schemes, is no longer required. Analysis of the scheme has found that the savings gained from the scheme were not enough to pay back the investment within a reasonable period.

Waste Infrastructure capital is predicting an underspend of £611k; this is a consequence of no new sites being developed until the results of the recycling centre strategy are known.

Spend on Community & Cultural Services schemes is under budget this year, as expenditure has been delayed due to the impending Library Service Review.

Spend on the Cycling City Ambition grant funded schemes will now roll into 2015/16 as the Department for Transport has extended the use of this funding until September 2015. This will include the following schemes:-

- Huntingdon Road (Start date 5th January)
- Hills Road (Start date 26th January)
- Trumpington Road (Start date 11th May)

The resolution of land costs, for the Huntingdon West of Town centre link road, will not be completed in this financial year and the funding for this will be carried forward into 2015/16.

Strategy & Development - Other Schemes is predicting an underspend of £796k, this relates to:

- Soham Station underspend of £450k.
Network Rail (NR) is currently considering an upgrade of the track between Soham and Ely as part of their regional route strategy. Should this upgrade be agreed it will change the overall business case for a station at Soham. The Council is budgeting to spend around £400k with consultants on developing the business case and as such, it is prudent to wait until the NR strategy is finalised before letting any contracts to third parties to ensure that the scope of the analysis is well defined.
- Kings Dyke underspend of £300k
The budget was set based on an early land acquisition; however, whilst the land owner is still in agreement, the heads of terms have not yet been reached. This will therefore slip into the first quarter of 2015/16.

Costs for the Chesterton Busway will come in under budget by £1,942k in 2014-15. This is due to project delivery issues on the busway site including statutory undertaking diversions and associated design considerations, which have required a re-programme of the site works, resulting in delays in spend. In addition, work with local stakeholders has identified a potential improvement to the location of additional cycling facilities, however this requires

some further negotiation with a third party land owner. This will therefore result in some delay in the finalisation of the cycling facilities but, if successful, ultimately provide a more effective cycling route to the new station.

The costs for the Ely Crossing are less this financial year than originally thought, as work was delayed while it was decided if the scheme would need to go to a public inquiry.

The Guided Busway project will come in under budget in 2014-15 as land deals were resolved at the end of last financial year. Following the negotiation of the purchase price for a number of significant land parcels acquired for the busway, the forecast for the remaining land and compensation transactions has been revised to reflect the settlement values that have been achieved. Further land deals should be resolved in 2015-16.

The Government confirmed in the Autumn Statement that it will provide funding for the Science Park Station scheme, but the exact details about how this will be progressed remain unclear.

The Superfast broadband rollout contractor for Connecting Cambridgeshire is delivering the infrastructure within agreed milestones, however, the payment profile is lagging behind delivery, increasing the delayed spend figure to £5,828k in year. This is not a project underspend, but rather a timing issue, with the funding being required in 2015/16.

The underspend on Super Connected Cities is predicted to be £4,102k. The original grant was to support 2,220 vouchers, but the current forecast for 2014-15 has been revised down to 160 vouchers. Due to a slower take-up rate nationally than the Government first anticipated, the scheme has now been extended until March 2016 and we are currently seeking approval from the Department for Culture, Media & Sport for the scheme to be extended to the whole of Cambridgeshire including Peterborough (rather than just Cambridge City and South Cambridgeshire).

Capital Funding

2014/15				
Original 2014/15 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2014/15 £'000	Forecast Spend - Outturn (Yearend) £'000	Forecast Funding Variance - Outturn (Yearend) £'000
15,851	Local Transport Plan	15,851	15,851	0
10,355	Other DfT Grant funding	14,557	10,697	-3,860
7,513	Other Grants	8,230	4,128	-4,102
7,141	Developer Contributions	7,660	5,261	-2,399
43,106	Prudential Borrowing	46,290	18,332	-27,958
7,033	Other Contributions	8,403	7,072	-1,331
90,999		100,991	61,341	-39,650

The increase between the original and revised funding is due in part to the carry forward of funding from 2013-14, this being as a result of the re-phasing of schemes.

As previously highlighted, the take up of connectivity vouchers by businesses in Cambridge and South Cambridgeshire has been lower than predicted. A significant proportion of the Super Connected Cities grant will therefore be unspent in this financial year.

The Government confirmed in the Autumn Statement that it will provide the funding for the Science Park Station scheme, but the exact details about how this will be progressed remain unclear.

APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

a) Economy & Environment

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Adult Learning & Skills									
Monthly	Number of people completing courses to improve their chances of employment or progression in work	High	Number	To 28-Feb-2015	10,499	20,000	A	A	The provisional number of learners taking courses up to the end of February is 10,499, compared with 10,843 for the same period last year. The number of people <u>completing</u> courses will not be recorded until the end of the academic year. The target of 20,000 is end-of-year.
Quarterly	The number of people starting as apprentices	High	Number	To 31-Jan-2015	2,110	4,185 (academic year)	G	A	Data for the first two quarters of 2014/15 has just been published. Provisional figures show that there were 2,110 starts during this period which is promising as the annual figure for 2013/14 was 3,770. It is also encouraging that the total for the first two quarters of 2014/15 is 56% of the overall figure for 2013/14 and 51% of the 2014/15 target of 4,158, although we should be cautious as there are usually more starts at the beginning of the academic year. Unfortunately a quarterly breakdown of data for the previous year is unavailable due to changes in the reporting structure and a lack of resources in the Skills Funding Agency (SFA) during 2013/14.
Economic Development									
Quarterly	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	%	At 30-Sep-2014	81.1%	77.5%	G	G	Cambridgeshire figures for October 2013 to September 2014 have been published by the Office for National Statistics (ONS). The 12-month rolling figure for Cambridgeshire increased from 80.3 % in the previous quarter to 81.1%.
Yearly	Additional jobs created	High	Number	To 30-Sep-2013	+7,700	+3,500	New indicator for 14/15		The latest figures from the Business Register and Employment Survey (BRES) show that 7,700 additional jobs were created between September 2012 and September 2013 compared with a reduction of 400 for the same period in the previous year.

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
Passenger Transport									
Monthly	Guided Busway passengers per month	High	Number	Feb-2015	289,380	Contextual			The Guided Busway carried just over 289,000 passengers in February, and there have now been over 11.2 million passengers since the Busway opened in August 2011. The 12-month rolling figure is 3.64 million.
Yearly	Local bus passenger journeys originating in the authority area	High	Number	2013/14	Approx. 19.53 million	19.1 million	R	A	There were approximately 19.53 million bus passenger journeys originating in Cambridgeshire in 2013/14, representing an increase of 0.44% compared with 2012/13.
Planning applications									
Monthly	County matter planning applications determined within 13 weeks - financial year-to-date	High	%	Feb-2015	44%	60%	R	R	Eighteen applications have been received since April with eight (44%) being determined on time compared with a target of 60%. Applications not determined during February were primarily due to delays in receiving further information from applicants.
Traffic and Travel									
Yearly	Annualised cycling index – increase from 2004/05 baseline	High	% increase	2013	32.8%	33.6%	G	G	There was a 2.3% reduction in cycle trips in 2013 compared with 2012. Overall growth from the 2004-05 average baseline is 32.8%, which remains better than the Council's target of 32.3%. The index is derived from counts of cyclists undertaken across the County throughout the year. The River Cam bridge surveys undertaken in March are a major component of the index, and in 2013 numbers of cyclists are likely to have been adversely affected by the extremely cold weather in March. Data from the Met Office shows that March 2013 was the coldest since 1962 and the second coldest since 1910. There was actually a 2.5% increase in cyclists counted across the County at other times of the year.
Yearly	Congestion – average journey time per mile during the morning peak	Low	Minutes	12 months ending 31-Aug 2013	3.78	<=3.75mins	G	G	At 3.78 minutes per mile, the revised figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is slightly better than last year. This represents an average speed of 15.9 miles per hour, and it is better than the Council's target of no more than 4 minutes per mile (15 mph).

b) ETE Operational Indicators

Frequency	Measure	What is good?	Format	Latest Data		2014/15 Target	Current Status	Year end prediction	Comments
ETE Operational Indicators									
Monthly	% of Freedom of Information requests answered within 20 days	High	%	Feb-2015	94%	95%	A	G	<p>Twenty-nine out of 31 Freedom of Information (FOI) requests were responded to on time during February.</p> <p>One of the late requests was regarding streetlighting which requested the contract, full business case and advice that PricewaterhouseCoopers provided. Work is ongoing with Legal and Information Governance Services regarding an exemption for this request as the information is commercially sensitive.</p> <p>The second late request is a Connecting Cambridgeshire request which was sent directly to them and got missed in their emails. By the time they were aware of the request the 20 working days had already passed. Work is ongoing to ensure a request is sent out as soon as possible as well as providing the Connecting Cambridgeshire team with information regarding the FOI process.</p> <p>The year-to-date figure is 96.1% (274 out of 285 requests).</p>
Monthly	% of complaints responded to within 10 days	High	%	Feb-2015	86%	90%	A	R	<p>Forty-two complaints were received in February, compared with 32 in January. 86% were responded to within 10 working days. The year-to-date figure is 82% (414 out of 502), which is below the challenging 90% target.</p> <p>Infrastructure Management and operations received 27 complaints and responded to 25 of these within 10 working days. Passenger Transport received 15 complaints and responded to 11 on time.</p> <p>The interim feedback solution is now in place (from 26th March) with customers using a simpler online form.</p>
Monthly	Staff Sickness - Days per f.t.e. (12-month rolling total)	Low	Days per f.t.e.	To Feb-2015	4.63	6	G	G	Reported sickness levels have increased slightly over the past year although the rate is still low at 4.63 days per f.t.e. per year.
Monthly	Percentage of invoices paid on time	High	%	Feb-2015	98%	97%	G	G	98% of ETE invoices were paid on-time in February. The year-to-date figure is 98.2%, remaining above the 97% target.